APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBL07

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Hamilton County **CODE#** 061- 00061

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 01 / 99

CONTACT: Ted Hubbard **PHONE #** (513) 946 - 4268

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-4288 **E-MAIL** ted.hubbard@engineer.hamilton-co.org

PROJECT NAME: HARRISON/RYBOLT INTERSECTION IMPROVEMENT

SUBDIVISION TYPE
(Check only 1)
X 1. County
__2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 563,500.00
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 805,000.00 FUNDING REQUESTED: $ 563,500.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 563,500 LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.
RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check only 1)
___State Capital Improvement Program ___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$ .00	
	Preliminary Design	$. 00		
	Final Design	$. 00		
	Bidding	$. 00		
	Construction Phase	$. 00		
	Additional Engineering Services *Identify services and costs below.		$ .00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.)	Construction Costs:		$ 805,000.00	
d.)	Equipment Purchased Directly:		$ .00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.)	Construction Contingencies:		$ .00	
g.)	TOTAL ESTIMATED COSTS:		$ 805,000.00	

*List Additional Engineering Services here:
Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 241,500.00	30
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 241,500.00	30
d.)	OPWC Funds		
	1. Grant	$ 563,500.00	70
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 563,500.00	~~80~~ 70
e.)	TOTAL FINANCIAL RESOURCES:	$ 805,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
STATUS: (Check one)
Traditional _____
Local Planning Agency (LPA) _____
State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: HARRISON/RYBOLT INTERSECTION IMPROVEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in Green Township at the intersection of Harrison Pike and Rybolt Road. The construction limits are as follows:

From the intersection of Harrison Pike and Rybolt Road **to** a point 670 feet southwest of the intersection (*see attached location map*).

PROJECT ZIP CODE: 45247

B: PROJECT COMPONENTS:

1.) Remove existing asphalt pavement and base
2.) Widen to allow for an additional right turn lane from Rybolt to Harrison, allowing right turn movement from two lanes
3.) Install storm sewer system
4.) Install concrete pavement, and bring lane widths to current standards
5.) Pavement striping
6.) Grading, seeding and mulching as necessary
7.) Water works items as needed

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

This project is 670 feet in length, with a varying width of between 24 to 36 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 37,573 Year: 1999 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 25 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 805,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ 0.00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	01 / 02 / 97	08 / 31 / 98
4.2	**Bid Advertisement and Award:**	11 / 15 / 00	12 / 15 / 00
4.3	**Construction:**	03 / 15 / 01	10 / 30 / 01
4.4	**Right-of-Way/Land Acquisition:**	01 / 01 / 00	11 / 30 / 00

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	William W. Brayshaw
TITLE	Hamilton County Engineer
STREET	138 E. Court Street
	Room 700, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4287
FAX	(513) 946 - 4288
E-MAIL	william.brayshaw@engineer.hamilton-co.org

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Dusty Rhodes
TITLE	Hamilton County Auditor
STREET	138 East Court Street
	Room 304, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4045
FAX	(513) 946 - 4043
E-MAIL	auditor@fuse.net

5.3 PROJECT MANAGER

PROJECT MANAGER	Timothy Gilday
TITLE	Planning & Design Engineer
STREET	138 E. Court Street
	Room 700, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4261
FAX	(513) 946 - 4288
E-MAIL	tim.gilday@engineer.hamilton-co.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-12-99
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

710 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Harrison/Rybolt Intersection Improvement project will have a useful life of at least 25 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

PROJECT : HARRISON/RYBOLT INTERSECTION IMPROVEMENT
ENG. EST.: $805,000.00

REF. NO.	ITEM NO.	DESCRIPTION	UNIT	QUANT	ENGINEER'S ESTIMATE UNIT	TOTAL
1	201	CLEARING & GRUBBING	LS	1	25,000.00	$25,000.00
2	202	RAISED PAVEMENT MARKERS REMOVED	EA	43	5.00	$215.00
3	202	CONCRETE CURB REMOVED	M	273	2.00	$546.00
4	202	CATCH BASINS REMOVED	EA	4	500.00	$2,000.00
5	202	PIPE REMOVED (300mm)	M	53	15.00	$795.00
6	202	CONCRETE CURB & GUTTER REMOVED	M	50	10.00	$500.00
7	202	CONCRETE DRIVE REMOVED	SM	8	20.00	$160.00
8	203	EXCAVATION NOT INCLUDING EMBANKMENT	CM	3345	15.00	$50,175.00
9	203	EMBANKMENT	CM	499	15.00	$7,485.00
10	203	SUBGRADE COMPACTION	SM	187	2.50	$467.50
11	301	BITUMINOUS AGGREGATE BASE (DRIVES)	CM	2	150.00	$300.00
12	404	ASPHALT CONCRETE, AC-20, AS PER PLAN (DRIVES)	CM	1	140.00	$140.00
13	451	PPCCP REINFORCED	SM	3159	60.00	$189,540.00
14	452	PPCCP (DRIVES)	SM	8	75.00	$600.00
15	603	12" CONDUIT, TYPE B, 706.02, CLASS IV	M	55.5	140.00	$7,770.00
16	604	CATCH BASIN, TYPE CB-3 W/VANE GRATES	EA	5	1,500.00	$7,500.00
17	604	MANHOLE, TYPE MH-3	EA	1	2,000.00	$2,000.00
18	604	MANHOLE ADJ. TO GRADE	EA	1	750.00	$750.00
19	605	SHALLOW PIPE UNDERDRAIN	M	127	20.00	$2,540.00
20	609	CONCRETE CURB, TYPE 2A	M	373	60.00	$22,380.00
21	614	MAINTAINING TRAFFIC	LS	1	50,000.00	$50,000.00
22	619	FIELD OFFICE	LS	1	5,000.00	$5,000.00
23	623	CONSTRUCTION LAYOUT STAKES	LS	1	10,000.00	$10,000.00
24	625	CONDUIT, 51mm, 713.04	M	113	145.00	$16,385.00
25	625	CONDUIT, 76mm, 713.04	M	109	175.00	$19,075.00
26	625	CONDUIT JACKED OR DRILLED UNDER PAVEMENT, 76mm	M	7	500.00	$3,500.00
27	625	TRENCH	M	209	20.00	$4,180.00
28	625	CONDUIT RISER, 38mm	EA	1	250.00	$250.00
29	625	PULL BOX, 713.08, 457mm	EA	6	600.00	$3,600.00
30	625	GROUND ROD	EA	9	100.00	$900.00
31	630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EA	1	185.00	$185.00
32	630	SIGN HANGER ASSEMBLY, SPAN WIRE	EA	4	200.00	$800.00
33	630	SIGN HANGER ASSEMBLY, MAST ARM	EA	3	250.00	$750.00
34	630	SIGN, FLAT SHEET, TYPE G	SM	5.8	35.00	$203.00
35	630	OVERHEAD SIGN SUPPORT, TYPE TC-16.20M, DESIGN 4	EA	1	250.00	$250.00
36	632	VEHICULAR SIGNAL HEAD, 3 SECTION, 12" LENS, 1 WAY	EA	12	420.00	$5,040.00
37	632	VEHICULAR SIGNAL HEAD, 3 SECTION, 12" LENS, 2 WAY	EA	2	450.00	$900.00
38	632	LOOP DETECTOR	EA	11	150.00	$1,650.00
39	632	MESSENGER WIRE, 7 STRAND 6mm DIA. W/ACCESSORIES	M	98	5.00	$490.00
40	632	MESSENGER WIRE, 7 STRAND 8mm DIA. W/ACCESSORIES	M	173	8.00	$1,384.00
41	632	MESSENGER WIRE, 7 STRAND 8mm DIA. W/ACCESSORIES	M	107	8.00	$856.00
42	632	SIGNAL CABLE, 5-CONDUCTOR, NO. 12 AWG	M	483	4.00	$1,932.00
43	632	SIGNAL CABLE, 7-CONDUCTOR, NO. 12 AWG	M	241	5.00	$1,205.00
44	632	SIGNAL CABLE, 9-CONDUCTOR, NO. 12 AWG	M	134	6.00	$804.00
45	632	SIGNAL CABLE, 4-CONDUCTOR, NO. 10 AWG	M	260	3.00	$780.00
46	632	POWER CABLE, 2-CONDUCTOR, NO. 6 AWG	M	90	5.00	$450.00
47	632	LOOP DETECTOR LEAD IN CABLE	M	853	2.00	$1,706.00
48	632	CABLE SUPPORT ASSEMBLY	EA	8	50.00	$400.00
49	632	SIGNAL STRAIN POLE, TYPE TC-81.10M, DESIGN 5	EA	3	4,000.00	$12,000.00
50	632	SIGNAL STRAIN POLE, TYPE TC-81.10M, DESIGN 6	EA	1	4,500.00	$4,500.00
51	632	SIGNAL STRAIN POLE, TYPE TC-81.10M, DESIGN 7	EA	4	5,000.00	$20,000.00
52	632	SIGNAL SUPPORT FOUNDATION	EA	1	500.00	$500.00
53	632	WORK PAD	SM	2.67	500.00	$1,335.00
54	632	STRAIN POLE FOUNDATION	EA	7	500.00	$3,500.00
55	632	POWER SERVICE	EA	1	800.00	$800.00
56	632	COVERING OF VEHICULAR SIGNAL HEAD	EA	16	25.00	$400.00

57	632	STRAIN POLE REUSED	EA	1	500.00	$500.00
58	632	SIGN FLASHER ASSEMBLY, AS PER PLAN	EA	1	500.00	$500.00
59	633	CONCRETE FOR CABINET FOUNDATION	CM	1.4	500.00	$700.00
60	633	CONTROLLER, ACTUATED, 8 PHASE, SOLID STATE, AS PER PLAN	EA	1	20,000.00	$20,000.00
61	641	CENTERLINE, DOUBLE YELLOW	KM	0.239	600.00	$143.40
62	641	TRANSVERSE LINES, YELLOW	M	50	6.00	$300.00
63	641	CHANNELIZING LINES, WHITE	M	243	6.00	$1,458.00
64	641	STOP LINE, WHITE	M	51	35.00	$1,785.00
65	641	LANE ARROWS, WHITE	EA	10	100.00	$1,000.00
66	641	WORD "ONLY" ON PAVEMENT, WHITE	EA	6	100.00	$600.00
67	641	EDGE LINE, YELLOW	KM	0.063	500.00	$31.50
68	641	EDGE LINE, WHITE	KM	0.091	500.00	$45.50
69	641	PAINTED ISLAND, YELLOW	SM	4	100.00	$400.00
70	641	DOTTED LINE	M	19	50.00	$950.00
71	653	TOPSOIL FURNISHED & PLACED	CM	54	50.00	$2,700.00
72	660	SODDING	SM	1,056	6.00	$6,336.00
73	SPL	RAISED PAVEMENT MARKERS, 2 WAY YELLOW	EA	17	50.00	$850.00
74	SPL	RAISED PAVEMENT MARKERS, 2 WAY RED/WHITE	EA	21	50.00	$1,050.00
75	SPL	RAISED PAVEMENT MARKERS, 1 WAY YELLOW	EA	5	50.00	$250.00
76	SPL	PERFORMANCE BOND	LS	1	1,327.10	$1,327.10
77	SPL	AS BUILT STORM SEWER DRAWINGS	LS	1	5,000.00	$5,000.00
78	SPL	CONTINGENCIES	LS	1	100,000.00	$100,000.00
79	SPL	WATER WORKS ITEMS	LS	1	162,500.00	$162,500.00
						$805,000.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 21, 1999

STATUS OF FUNDS REPORT

Project: HARRISON/RYBOLT INTERSECTION IMPROVEMENT

This is to certify that the sum of $241,500.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

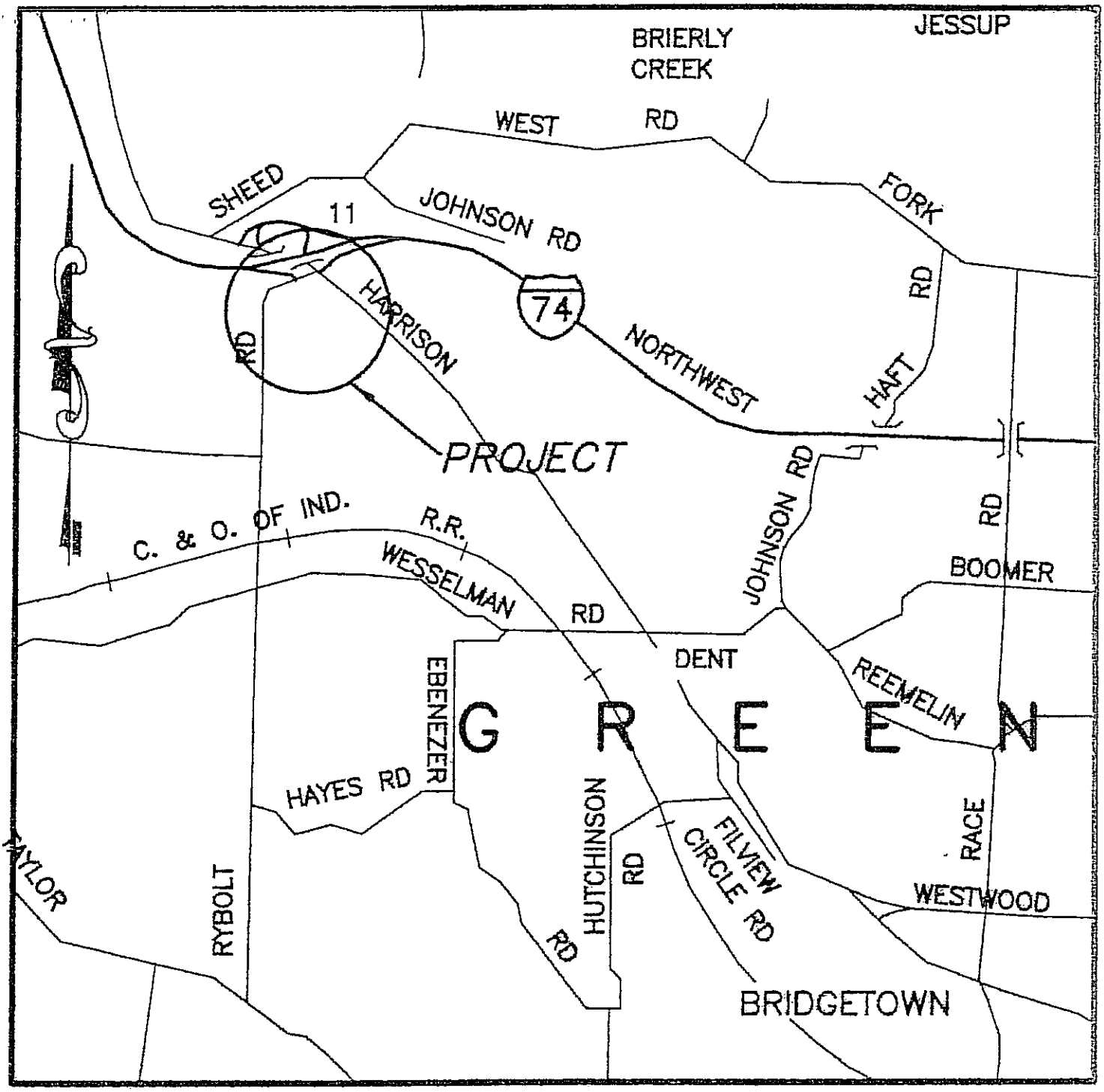
The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer: William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer:

DUSTY RHODES
HAMILTON COUNTY AUDITOR



VICINITY MAP

N.T.S

RESOLUTION

APPOINTING WILLIAM W. BRAYSHAW, P.E., P.S., HAMILTON COUNTY ENGINEER, AS CHIEF EXECUTIVE OFFICER OF HAMILTON COUNTY FOR PURPOSES OF APPLYING FOR INFRASTRUCTURE FUNDING

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and Local Transportation Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, the State of Ohio; and

WHEREAS, Hamilton County is applying for infrastructure repair and replacement projects; and

WHEREAS, the Ohio Public Works Commission requires that a Chief Executive Officer be appointed;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Hamilton County, Ohio, that William W. Brayshaw be appointed to the position of Chief Executive Officer for the Political Subdivision of Hamilton County for the purpose of applying for infrastructure funding and to execute such agreements with the Ohio Public Works Commission.

ADOPTED at a regularly adjourned meeting of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Mr. Bedinghaus AYE Mr. Dowlin AYE Mr. Guckenberger AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a resolution adopted by the Board of County Commissioners in session the 28th day of August, 1996.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the Board of County Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Harrison/Rybolt Intersection Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

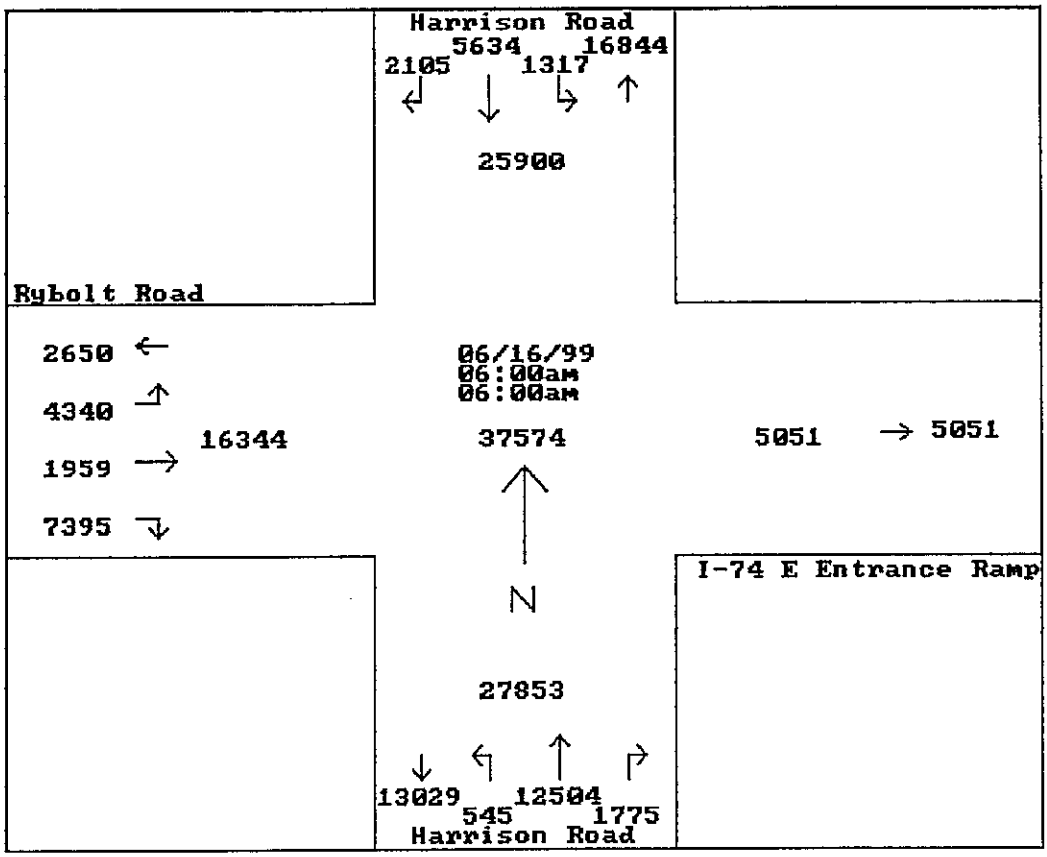
Weather : Mostly Sunny & Mild
Counted By: A. Faulkner
Count Days: Wednesday & Thursday
Township : Green Township

William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Study Name: HARRYB74
Site Code : 00000000
Start Date: 06/16/99
Page : 1

Vehicle group 1

Start Time	Harrison Road From North			I-74 E Entrance Ramp From East			Harrison Road From South			Rybolt Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	
06/16/99													
06:00	1317	5634	2105	0	0	0	545	12504	1775	4340	1959	7395	37574
% Apr.	14.5	62.2	23.2	-	-	-	3.6	84.3	11.9	31.6	14.3	54.0	-
% Int.	3.5	14.9	5.6	-	-	-	1.4	33.2	4.7	11.5	5.2	19.6	-



24 Hour Count (Factor = 1.43)

Harrison Road, Rybolt Road & I-74 East Entrance

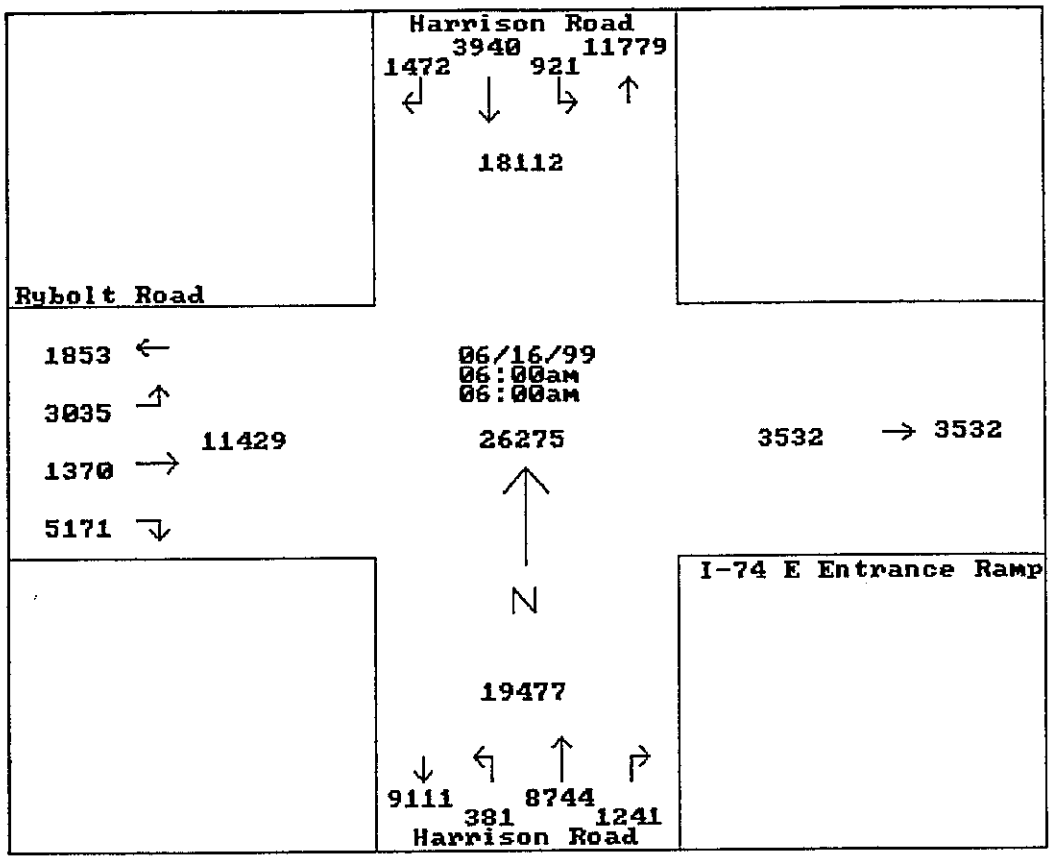
Weather : Mostly Sunny & Mild
Counted By: A. Faulkner
Count Days: Wednesday & Thursday
Township : Green Township

William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Study Name: HARRYB74
Site Code : 00000000
Start Date: 06/16/99
Page : 1

Vehicle group 1

Start Time	Harrison Road From North			I-74 E Entrance Ramp From East			Harrison Road From South			Rybolt Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06/16/99													
06:00	921	3940	1472	0	0	0	381	8744	1241	3035	1370	5171	26275
% Apr.	14.5	62.2	23.2	-	-	-	3.6	84.3	11.9	31.6	14.3	53.9	-
% Int.	3.5	14.9	5.6	-	-	-	1.4	33.2	4.7	11.5	5.2	19.6	-



12 Hour Count

Harrison Road, Rybolt Road & I-74 East Entrance

William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Mostly Sunny & Mild
Counted By: A. Faulkner
Count Days: Wednesday & Thursday
Township : Green Township

Study Name: HARRYB74
Site Code : 00000000
Start Date: 06/16/99

Vehicle group 1

Start Time	Harrison Road From North			I-74 E Entrance Ramp From East			Harrison Road From South			Rybolt Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06/16/99													
06:00	20	19	8	0	0	0	0	107	24	51	51	33	313
06:15	43	28	5	0	0	0	5	163	27	73	47	33	424
06:30	36	45	18	0	0	0	1	203	53	70	63	74	563
06:45	46	50	13	0	0	0	4	221	33	86	59	68	580
Hour	145	142	44	0	0	0	10	694	137	280	220	208	1880
07:00	25	46	17	0	0	0	8	201	42	90	54	78	561
07:15	29	39	26	0	0	0	2	277	52	88	63	79	655
07:30	35	55	25	0	0	0	5	286	29	97	45	110	687
07:45	25	62	18	0	0	0	12	210	37	90	53	99	606
Hour	114	202	86	0	0	0	27	974	160	365	215	366	2509
08:00	49	61	16	0	0	0	13	216	25	84	48	115	627
08:15	27	58	19	0	0	0	5	173	28	68	35	74	487
08:30	21	54	10	0	0	0	6	162	30	71	47	96	497
08:45	24	43	11	0	0	0	3	157	32	53	39	103	465
Hour	121	216	56	0	0	0	27	708	115	276	169	388	2076
09:00	13	52	17	0	0	0	10	124	29	65	27	82	419
09:15	21	49	18	0	0	0	7	142	27	52	23	77	416
09:30	7	46	11	0	0	0	7	126	22	47	28	66	360
09:45	10	59	20	0	0	0	3	111	19	52	22	82	378
Hour	51	206	66	0	0	0	27	503	97	216	100	307	1573
10:00	10	47	12	0	0	0	14	128	28	56	23	86	404
10:15	11	52	18	0	0	0	5	140	32	47	22	59	386
10:30	14	52	10	0	0	0	13	119	7	46	28	76	365
10:45	10	61	18	0	0	0	13	147	21	54	21	83	428
Hour	45	212	58	0	0	0	45	534	88	203	94	304	1583
11:00	23	75	12	0	0	0	12	165	33	50	17	93	480
11:15	17	83	24	0	0	0	5	162	23	60	29	102	505
11:30	12	72	29	0	0	0	13	149	16	52	17	95	455
11:45	14	84	23	0	0	0	12	141	22	69	14	93	472
Hour	66	314	88	0	0	0	42	617	94	231	77	383	1912
12:00	16	88	20	0	0	0	11	151	22	41	24	78	451
12:15	21	88	20	0	0	0	6	184	33	48	8	93	501
12:30	21	99	29	0	0	0	6	178	28	39	23	108	531
12:45	16	92	25	0	0	0	7	139	24	47	22	105	477
Hour	74	367	94	0	0	0	30	652	107	175	77	384	1960

William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Mostly Sunny & Mild
Counted By: A. Faulkner
Count Days: Wednesday & Thursday
Township. : Green Township

Study Name: HARRYB74
Site Code : 00000000
Start Date: 06/16/99

Vehicle group 1

Start Time	Harrison Road From North			I-74 E Entrance Ramp From East			Harrison Road From South			Rybolt Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13:00	14	80	28	0	0	0	5	156	29	43	14	100	469
13:15	22	74	20	0	0	0	3	197	36	60	18	99	529
13:30	16	100	20	0	0	0	9	147	23	57	28	124	524
13:45	15	80	23	0	0	0	7	161	34	60	18	111	509
Hour	67	334	91	0	0	0	24	661	122	220	78	434	2031
14:00	12	97	32	0	0	0	4	168	21	52	20	95	501
14:15	12	79	42	0	0	0	11	178	23	49	21	123	538
14:30	19	91	37	0	0	0	6	187	15	58	23	115	551
14:45	20	100	45	0	0	0	3	186	23	49	24	123	573
Hour	63	367	156	0	0	0	24	719	82	208	88	456	2163
15:00	21	95	42	0	0	0	7	182	14	64	20	126	571
15:15	11	104	55	0	0	0	7	185	30	59	18	151	620
15:30	21	110	52	0	0	0	5	237	31	72	22	142	692
15:45	21	111	59	0	0	0	11	163	18	80	20	175	658
Hour	74	420	208	0	0	0	30	767	93	275	80	594	2541
16:00	16	130	58	0	0	0	11	232	21	50	16	143	677
16:15	13	133	60	0	0	0	5	201	22	76	22	178	710
16:30	11	158	62	0	0	0	8	246	11	83	21	155	755
16:45	9	141	66	0	0	0	16	206	17	78	31	171	735
Hour	49	562	246	0	0	0	40	885	71	287	90	647	2877
17:00	19	150	54	0	0	0	8	255	21	63	22	154	746
17:15	8	157	69	0	0	0	13	251	17	69	17	167	768
17:30	15	162	64	0	0	0	15	269	20	93	16	187	841
17:45	10	129	92	0	0	0	19	255	17	74	27	192	815
Hour	52	598	279	0	0	0	55	1030	75	299	82	700	3170
Total	921	3940	1472	0	0	0	381	8744	1241	3035	1370	5171	26275
% Apr.	14.5	62.2	23.2	-	-	-	3.6	84.3	11.9	31.6	14.3	53.9	-
% Int.	3.5	14.9	5.6	-	-	-	1.4	33.2	4.7	11.5	5.2	19.6	-

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-20-1999
Center For Microcomputers In Transportation

Streets: (E-W) I 74 EB RAMP/RYBLOT (N-S) HARRISON ROAD
Analyst: TBH File Name: RYBHARE.HC9
Area Type: Other 9-20-99 PM PK
Comment: EXISTING TRAFFIC AND EXISTING GEOMETRICS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	0	0	1	2	< 0	1	2	1
Volumes	299	82	700				55	1030	75	52	598	279
Lane W (ft)		12.0	11.0				10.0	12.0		11.0	12.0	13.0
RTOR Vols			0						0			0
Lost Time	3.00	3.00	3.00				3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left					SB Left	*			
Thru					Thru	*			
Right					Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	32.0P				Green	20.0P			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	986	1792	0.429	0.550	6.2	B	15.6	C
	R	842	1531	0.924	0.550	20.8	C		
NB	L	122	348	0.501	0.350	14.4	B	32.7	D
	TR	1291	3688	0.998	0.350	33.6	D		
SB	L	120	343	0.483	0.350	14.0	B	12.4	B
	T	1304	3725	0.535	0.350	12.2	B		
	R	573	1636	0.541	0.350	12.7	B		

Intersection Delay = 21.1 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.953

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-20-1999
Center For Microcomputers In Transportation

Streets: (E-W) I 74 EB RAMP/RYBLOT (N-S) HARRISON ROAD
Analyst: TBH File Name: RYBHARE.HC9
Area Type: Other 9-20-99 PM PK
Comment: EXISTING TRAFFIC AND PROPOSED GEOMETRICS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	1	0	0	0	1	2 <	0	1	2	1
Volumes	299	82	700				55	1030	75	52	598	279
Lane W (ft)	12.0	12.0	11.0				10.0	12.0		11.0	12.0	13.0
RTOR Vols			0						0			0
Lost Time	3.00	3.00	3.00				3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left *			
Thru	*				Thru *			
Right	*				Right *			
Peds					Peds			
WB Left					SB Left *			
Thru					Thru *			
Right					Right *			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	30.0P				Green 22.0P			
Yellow/AR	4.0				Yellow/AR 4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	914	1770	0.363	0.517	6.7	B	7.5	B
	TR	848	1642	0.510	0.517	7.7	B		
	R	791	1531	0.551	0.517	8.1	B		
NB	L	142	372	0.428	0.383	11.7	B	19.6	C
	TR	1414	3688	0.911	0.383	19.9	C		
SB	L	120	313	0.483	0.383	13.0	B	11.1	B
	T	1428	3725	0.488	0.383	10.9	B		
	R	627	1636	0.494	0.383	11.2	B		

Intersection Delay = 13.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.705

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-20-1999

Center For Microcomputers In Transportation

Streets: (E-W) I 74 EB RAMP/RYBLOT (N-S) HARRISON ROAD

Analyst: TBH File Name: RYBHAR10.HC9

Area Type: Other 9-20-99 PM PK

Comment: 10 YR PROJ TRAFFIC AND PROPOSED GEOMETRICS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	1	0	0	0	1	2 <	0	1	2	1
Volumes	338	93	791				62	1164	85	59	676	315
Lane W (ft)	12.0	12.0	11.0				10.0	12.0		11.0	12.0	13.0
RTOR Vols			0						0			0
Lost Time	3.00	3.00	3.00				3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left					SB Left	*			
Thru					Thru	*			
Right					Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	28.0P				Green	24.0P			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	855	1770	0.440	0.483	8.0	B	9.5	B
	TR	794	1642	0.617	0.483	9.7	B		
	R	740	1531	0.665	0.483	10.6	B		
NB	L	131	313	0.529	0.417	13.1	B	21.7	C
	TR	1537	3688	0.948	0.417	22.1	C		
SB	L	120	288	0.550	0.417	14.0	B	10.4	B
	T	1552	3725	0.508	0.417	10.1	B		
	R	682	1636	0.513	0.417	10.4	B		

Intersection Delay = 14.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.796

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 09-20-1999
Center For Microcomputers In Transportation

Streets: (E-W) I 74 EB RAMP/RYBLOT (N-S) HARRISON ROAD
Analyst: TBH File Name: RYBHAR20.HC9
Area Type: Other 9-20-99 PM PK
Comment: 20 YR PROJ TRAFFIC AND PROPOSED GEOMETRICS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1 <	1	0	0	0	1	2 <	0	1	2	1
Volumes	377	103	882				69	1298	95	66	753	352
Lane W (ft)	12.0	12.0	11.0				10.0	12.0		11.0	12.0	13.0
RTOR Vols			0						0			0
Lost Time	3.00	3.00	3.00				3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left					SB Left	*		
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	26.0P				Green	26.0P		
Yellow/AR	4.0				Yellow/AR	4.0		

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	796	1770	0.526	0.450	9.6	B	12.9	B
	TR	739	1642	0.738	0.450	13.0	B		
	R	689	1531	0.797	0.450	15.3	C		
NB	L	120	258	0.642	0.450	17.1	C	25.0	C
	TR	1659	3687	0.979	0.450	25.4	D		
SB	L	120	267	0.608	0.450	15.4	C	9.7	B
	T	1676	3725	0.524	0.450	9.3	B		
	R	736	1636	0.531	0.450	9.7	B		

Intersection Delay = 16.5 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.888

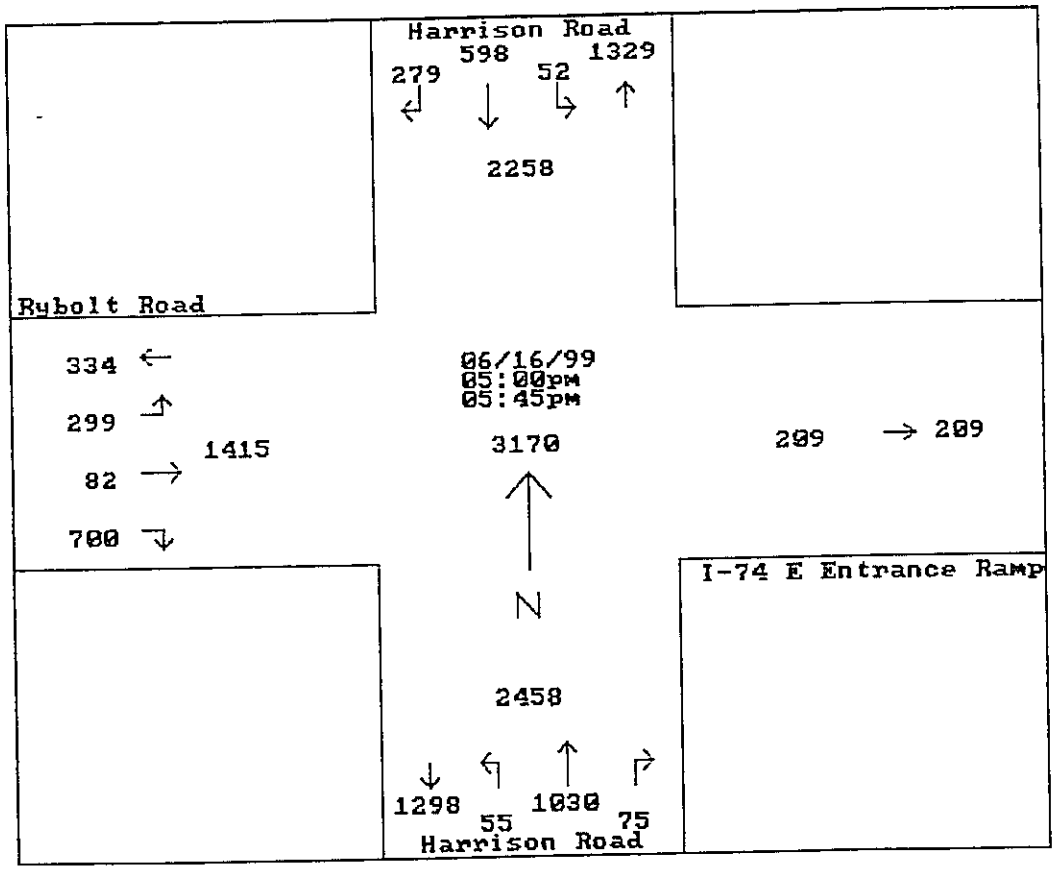
William A. Blaylock P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

.ther : Mostly Sunny & Mild
.ounted By: A. Faulkner
Count Days: Wednesday & Thursday
Township : Green Township

Study Name: HARRYB74
Site Code : 00000000
Start Date: 06/16/99
Page : 4

Vehicle group 1

Start Time	Harrison Road From North			I-74 E Entrance Ramp From East			Harrison Road From South			Rybolt Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis By Entire Intersection for the Period: 12:00 on 06/16/99 to 17:45 on 06/16/99													
Time	17:00			17:00			17:00			17:00			
Vol.	52	598	279	0	0	0	55	1030	75	299	82	700	
Pct.	5.5	64.3	30.0	0.0	0.0	0.0	4.7	88.7	6.4	27.6	7.5	64.7	
Total	929			0			1160			1081			
High	17:30			17:30			17:30			17:30			
Vol.	15	162	64	0	0	0	15	269	20	93	16	187	
Total	241			0			304			296			
PHF	0.963			0.000			0.953			0.913			



Harrison Road, Rybolt Road & I-74 East Entrance

P.M. PEAK HOUR

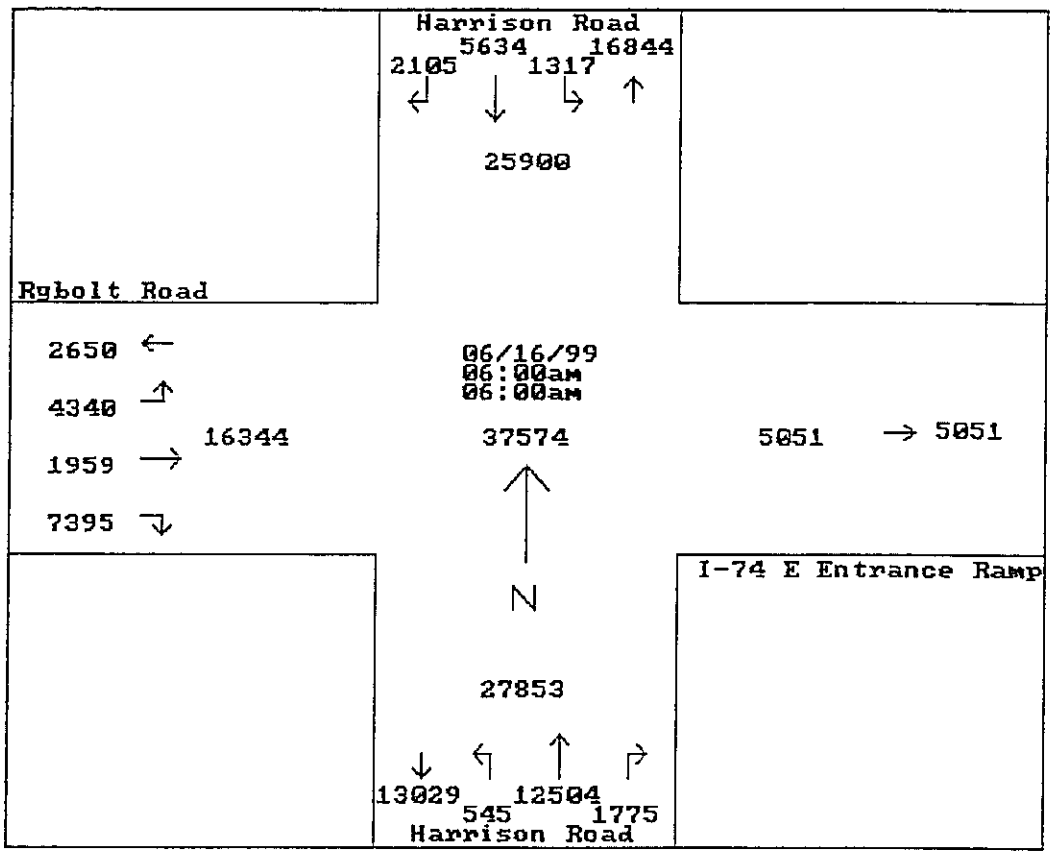
William W. Brayshaw P.E.-P.S.
Hamilton County Engineer
Traffic Department
Tom Langenbrunner, Traffic Supervisor

Weather : Mostly Sunny & Mild
Counted By: A. Faulkner
Count Days: Wednesday & Thursday
Township : Green Township

Study Name: HARRYB74
Site Code : 00000000
Start Date: 06/16/99
Page : 1

Vehicle group 1

Start Time	Harrison Road From North			I-74 E Entrance Ramp From East			Harrison Road From South			Rybolt Road From West			Intrvl. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Grp 1	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	1.430	
06/16/99													
06:00	1317	5634	2105	0	0	0	545	12504	1775	4340	1959	7395	37574
% Apr.	14.5	62.2	23.2	-	-	-	3.6	84.3	11.9	31.6	14.3	54.0	-
% Int.	3.5	14.9	5.6	-	-	-	1.4	33.2	4.7	11.5	5.2	19.6	-



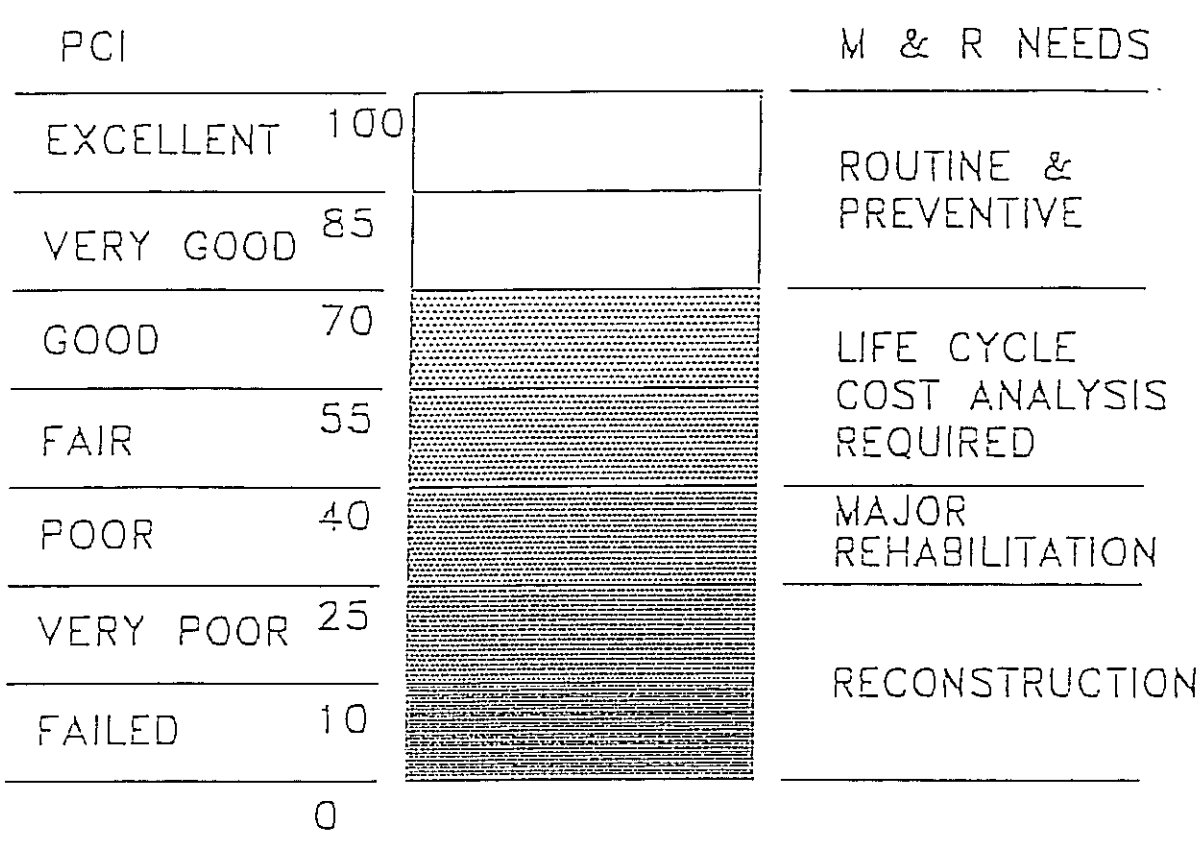
24 Hour Count (Factor = 1.43)

Harrison Road, Rybolt Road & I-74 East Entrance

INTERSECTION EVALUATION GREEN TOWNSHIP

Location	1996 ADT	1996 Accidents	1996 Accidents / Million Vehicles	1997 ADT	1997 Accidents	1997 Accidents / Million Vehicles	1998 ADT	1998 Accidents	1998 Accidents / Million Vehicles	3 Yr Ave Accidents / Million Vehicles
HARRISON, RYBOLT & I 74 EAST EXIT	31824	25	2.2	31823	19	1.6	36656	25	1.9	1.9

PCI RATING SCALE



Inspection Report

Pavement Database:HAMCO97

Report Date: 8/17/99
Site Name:
Selection Criteria: Where BranchID = "457" And SectionID = "J1"
Sort Criteria: None

Network: NONE **Name:** HAMILTON COUNTY ENGINEER
Branch: 457 **Name:** HARRISON AV **Use:** ROADWAY
Section: J1 **Surface:** APC **Family** APC **Last Const:** 10/31/94
From: SHEED 57816 **To:** PVMT CHANGE 59656
Category: H **Zone:** GR **Rank:** P **Street Type:** **Shoulder:** **Grade:** 0.00 **Lanes:** 4

Length	Width	Area
1,840.00	40.00	73,600.00

Inspections

Last Insp Date	Total Samples	PCI	Ride	SN	Shoulder	Overall	FOD	SN40	SN60
11/18/1994	6.	100							

Sample Number	Type	Size	Units
04	R	2,200.	SF
10	R	2,500.	SF
17	R	2,400.	SF
A04	R	2,200.	SF
A10	R	2,500.	SF
A17	R	2,500.	SF

Network ID	Branch ID	Section ID	Activity Date	Activity	Condition	Age
NONE	457	J1	11/18/94	Inspection	100.00	0.05
NONE	457	J1	2/18/99	Prediction	82.00	4.30
NONE	457	J1	2/18/00	Prediction	80.00	5.30
NONE	457	J1	2/18/01	Prediction	79.00	6.30
NONE	457	J1	2/18/02	Prediction	77.00	7.30
NONE	457	J1	2/18/03	Prediction	75.00	8.30

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/17/99
Site Name:
Selection Criteria: Where BranchID = "148" And SectionID = "A"
Sort Criteria: None

Network: NONE **Name:** HAMILTON COUNTY ENGINEER
Branch: 148 **Name:** RYBOLT **Use:** ROADWAY
Section: A **Surface:** AAC **Family** NEW AC AAC **Last Const:** 10/15/90
From: TAYLOR **To:** HARRISON AV 11870 90-02
Category: H **Zone:** GR **Rank:** S **Street Type:** **Shoulder:** **Grade:** 0.00 **Lanes:** 2

Length	Width	Area
11,870.00	24.00	284,880.01

Inspections

Last Insp Date	Total Samples	PCI	Ride	SN	Shoulder	Overall	FOD	SN40	SN60
02/28/1996	12	82							

Sample Number	Type	Size	Units
03	R	2,100.	SF

Distress	Description	Sev	Quantity	Units
10	LONGITUDINAL/TRANSVERSE C	L	227.	LF

Sample Number	Type	Size	Units
103	R	2,400.	SF

Distress	Description	Sev	Quantity	Units
7	EDGE CRACKING	L	21.	LF
10	LONGITUDINAL/TRANSVERSE C	L	70.	LF

Sample Number	Type	Size	Units
113	R	3,300.	SF

Distress	Description	Sev	Quantity	Units
10	LONGITUDINAL/TRANSVERSE C	L	116.	LF

Inspection Report

Pavement Database:HAMCO97

Report Date: 8/17/99
Site Name:
Selection Criteria: Where BranchID = "148" And SectionID = "A"
Sort Criteria: None

Sample Number	Type	Size	Units
13	R	2,100.	SF

Distress	Description	Sev	Quantity	Units
1	ALLIGATOR CRACKING	L	24.	SF
7	EDGE CRACKING	L	4.	LF
10	LONGITUDINAL/TRANSVERSE C	L	10.	LF
10	LONGITUDINAL/TRANSVERSE C	M	140.	LF
11	PATCH/UTILITY CUT	L	301.	SF

Sample Number	Type	Size	Units
23	R	2,000.	SF

Distress	Description	Sev	Quantity	Units
7	EDGE CRACKING	M	48.	LF
9	LANE/SHOULDER DROP	H	15.	LF
10	LONGITUDINAL/TRANSVERSE C	L	135.	LF
15	RUTTING	M	40.	SF

Sample Number	Type	Size	Units
33	R	2,300.	SF

Distress	Description	Sev	Quantity	Units
11	PATCH/UTILITY CUT	L	331.	SF

Sample Number	Type	Size	Units
43	R	2,100.	SF

Distress	Description	Sev	Quantity	Units
10	LONGITUDINAL/TRANSVERSE C	L	158.	LF

Sample Number	Type	Size	Units
53	R	2,200.	SF

Distress	Description	Sev	Quantity	Units

Inspection Report

Pavement Database:H4MCO97

Report Date: 8/17/99
Site Name:
Selection Criteria: Where BranchID = "148" And SectionID = "A"
Sort Criteria: None

```
            10 LONGITUDINAL/TRANSVERSE C L          161. LF

  Sample Number  Type              Size Units
  63             R               2,000. SF

       Distress Description                Sev    Quantity Units
              9 LANE/SHOULDER DROP         M         180. LF
             10 LONGITUDINAL/TRANSVERSE C L         120. LF

  Sample Number  Type              Size Units
  73             R               2,300. SF

       Distress Description                Sev    Quantity Units
             10 LONGITUDINAL/TRANSVERSE C L         168. LF

  Sample Number  Type              Size Units
  83             R               2,300. SF

       Distress Description                Sev    Quantity Units
             10 LONGITUDINAL/TRANSVERSE C L         262. LF

  Sample Number  Type              Size Units
  93             R               2,100. SF

       Distress Description                Sev    Quantity Units
             10 LONGITUDINAL/TRANSVERSE C L         121. LF

Extrapolated Distress Quantities
--------------------------------
  Distress Description              Sev    Quantity Units        Density %     Deduct
         1 ALLIGATOR CR             L        251.26 SF                .1          .
         7 EDGE CR                  L        261.73 LF                .1         .2
         7 EDGE CR                  M        502.52 LF               .18       4.57
         9 LANE SH DROP             H        157.04 LF                .1         6.
         9 LANE SH DROP             M      1,884.46 LF               .66       4.28
```

Inspection Report

Pavement Database:H4MCO97

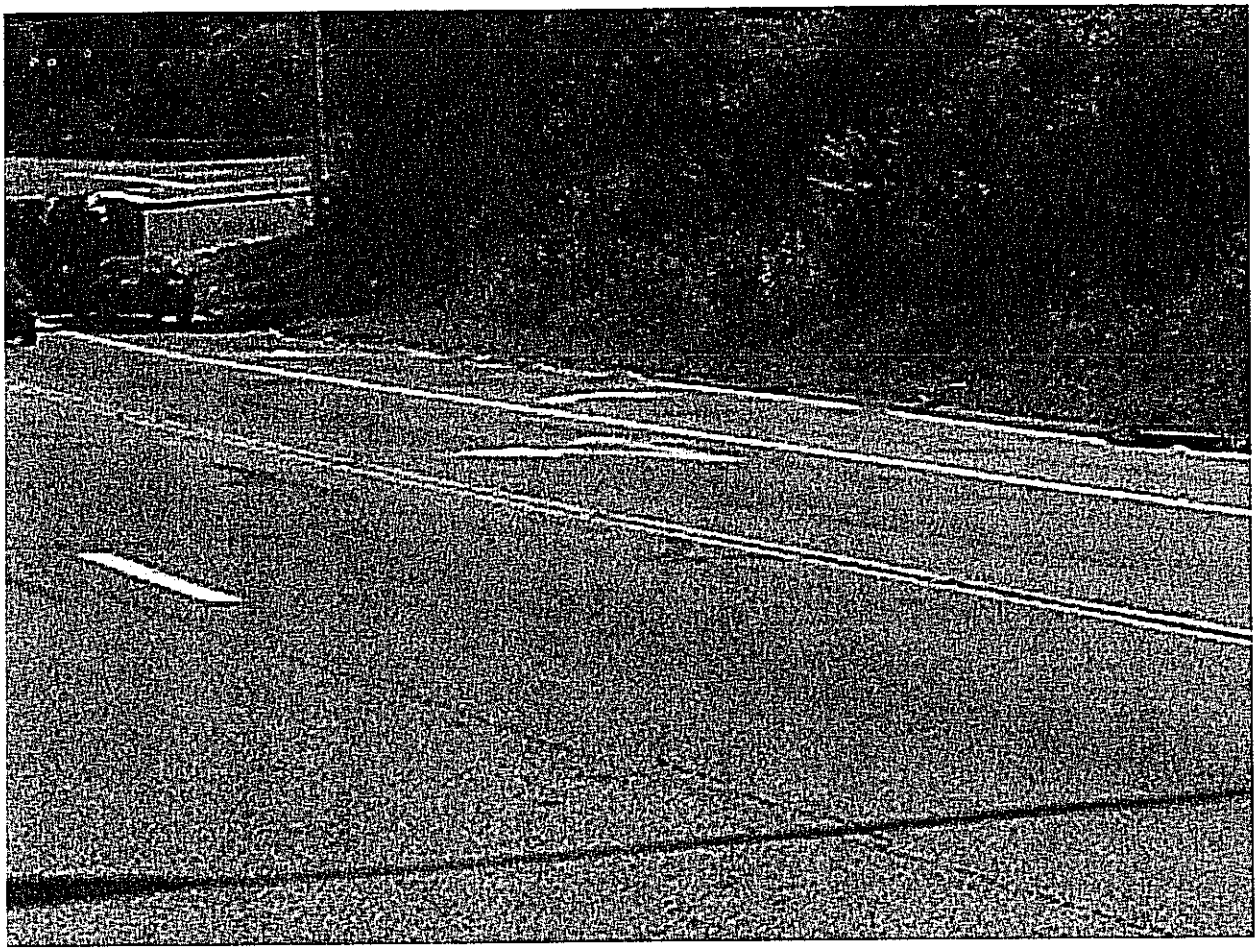
Report Date: 8/17/99
Site Name:
Selection Criteria: Where BranchID = "148" And SectionID = "A"
Sort Criteria: None

10	L & T CR	L	16,206.37 LF	5.69	11.55
10	L & T CR	M	1,465.69 LF	.51	4.47
11	PATCH/UT CUT	L	6,616.55 SF	2.32	5.5
15	RUTTING	M	418.77 SF	.15	5.53

*** Percent of Deduct Values Based on Distress Mechanism ***

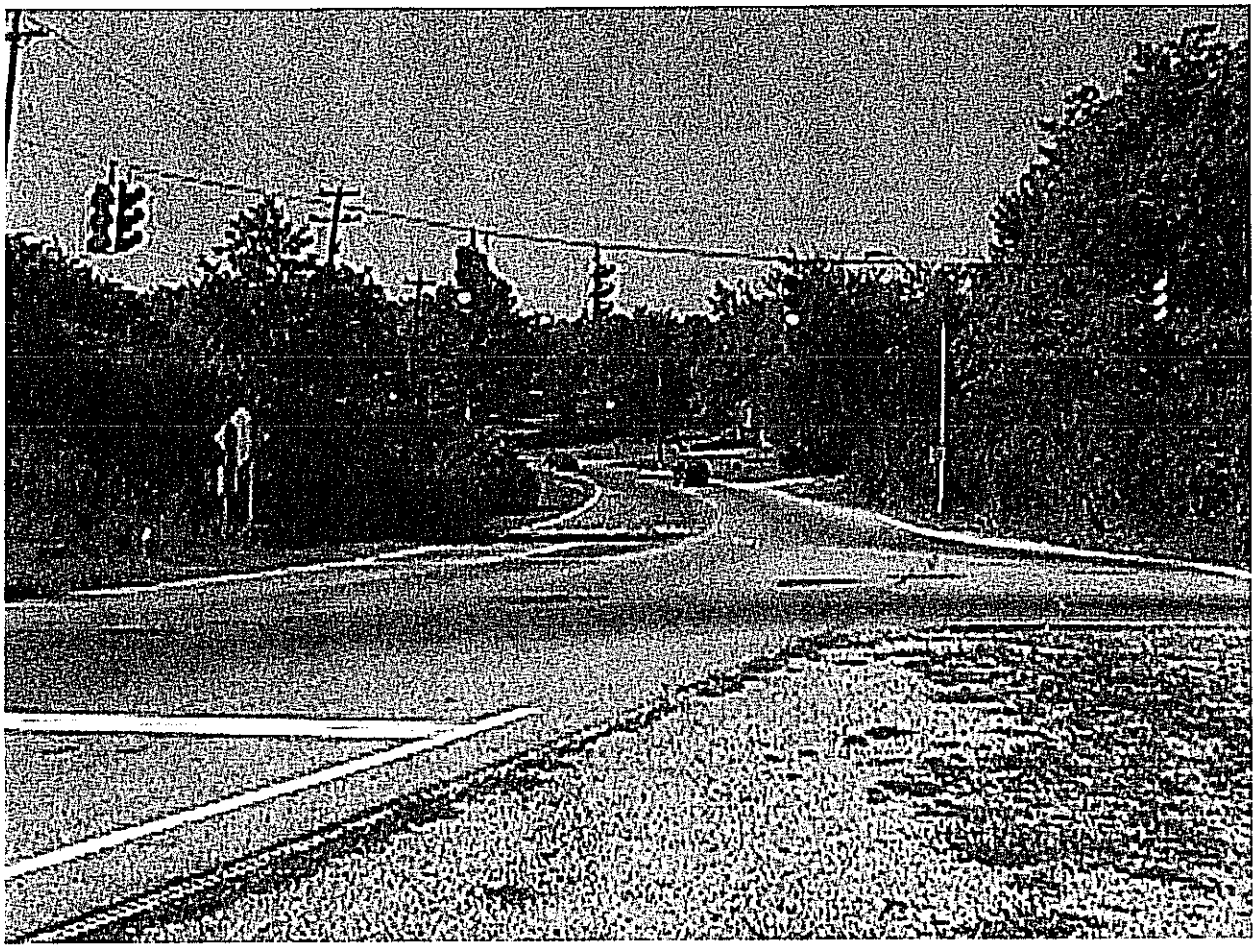
Load	Related Distress =	24.0 Percent Deduct Value
Climate/Durability	Related Distress =	39.0 Percent Deduct Value
Other	Related Distress =	37.0 Percent Deduct Value

Network ID	Branch ID	Section ID	Activity Date	Activity	Condition	Age
NONE	148	A	2/28/96	Inspection	82.00	5.37
NONE	148	A	2/18/99	Prediction	74.00	8.34
NONE	148	A	2/18/00	Prediction	71.00	9.34
NONE	148	A	2/18/01	Prediction	69.00	10.35
NONE	148	A	2/18/02	Prediction	67.00	11.35
NONE	148	A	2/18/03	Prediction	65.00	12.34



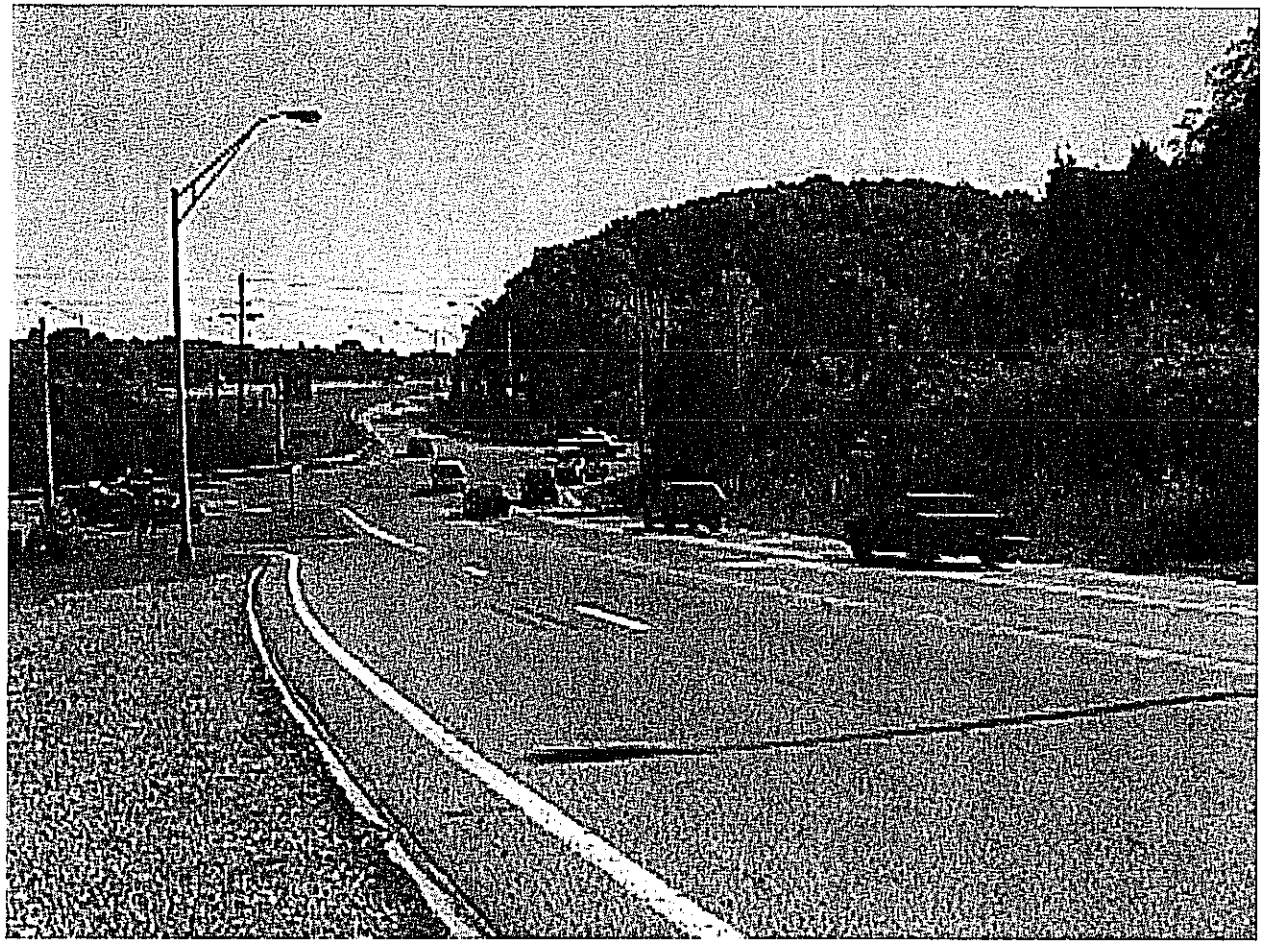
RYBOLT AT HARRISON AVENUE FACING SOUTH

RYBOLT ROAD FACING SOUTH

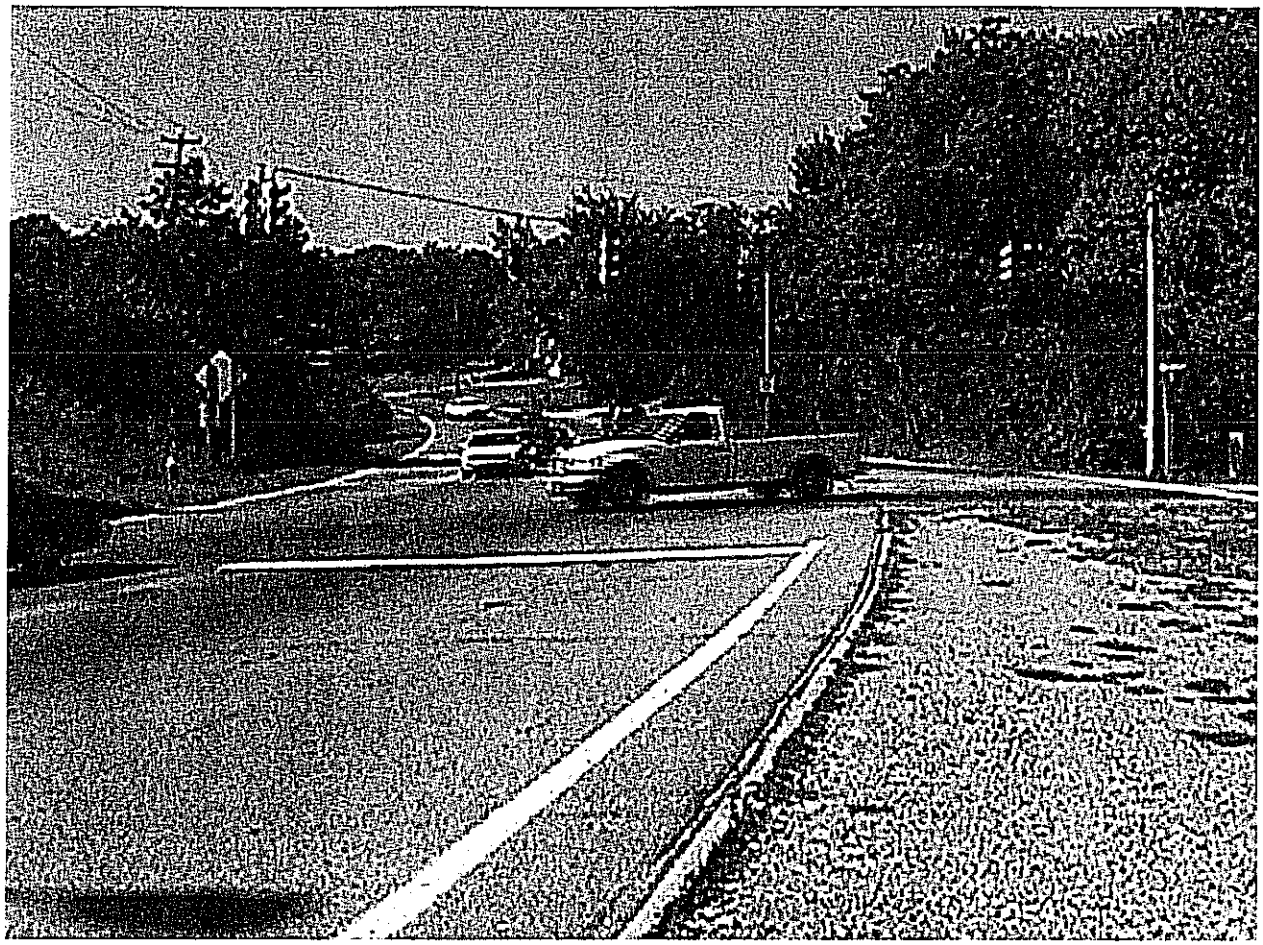


RYBOLT ROAD FACING NORTH AT EXIT RAMP FROM I_74

TRAFFIC BACKUP AT RYBOLT & HARRISON AVENUE FACING SOUTH



RYBOLT AT HARRISON FACING SOUTH



RYBOLT ROAD FACING NORTH AT I-74 EXIT RAMP

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor ___X___

Fair _____ Good_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing asphalt pavement is rutted, has alligator cracking, and potholes develop during the winter months. The existing asphalt pavement also has shoving from vehicles stopping at the intersection, which is at the bottom of a hill. With an ADT of 37,574, this intersection backs up during morning and evening rush hours beyond the intersection of Rybolt Road and the exit ramp from east-bound I-74. The additional lane will help to alleviate the situation.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__5__ weeks/months (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? (Yes) No

Are all right-of-way and easements acquired?* Yes No (N/A)

*Please answer the following if applicable:

No. of parcels needed for project: ___ Of these, how many are Takes __0__, Temporary ___, Permanent __0__

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. __3__ weeks/months

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

This project will help with the safety of the service area with the addition of a right turn lane and with a wider lane width that meets current standards. Safety will be improved by upgrading to current standards and by providing more capacity with the addition of a turn lane and signal modifications.

4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal ____ ____% ODOT ____ ____% Local X 30 %

MRF ____ ____% OWDA ____ ____% CDBG ____ ____%

Other ____ ____%

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban ____ Other Ban ____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes ____ No ____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 37,574 X 1.20 = 45,088 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No_____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Rybolt Road is a north-south artery in Green Township. It connects Harrison Pike to Taylor Road, and is a direct connector to I-74. Harrison Avenue is classified as a major arterial on the Hamilton County Thoroughfare Plan and has a major regional impact. The operation of the subject intersection has a direct impact on I-74.

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

_____

How will the proposed project alleviate serious traffic problems or hazards?

The existing geometrics and signalized traffic control provide an LOS of C as demonstrated with the capacity analysis. The construction of an additional approach lane on Rybolt Road would improve the LOS to B. The 10 year projected traffic volumes with proposed improvements will provide an LOS of B. The 20 year projected traffic volumes with proposed improvements will provide and LOS of C. The projected traffic volumes are based on the population growth as anticipated in the Hamilton County Commission approved Western Hamilton County Collaborative Plan (WHCCP). The subject proposed improvement is located within the limits of the WHCCP. The population is expected to grow from 141,000 (1990) to 196,000 (2020) or 39% over 30 years. The annual growth rate is expected to the 1.3%. Therefore, a 10 year growth factor of 1.13 and a 20 year growth factor of 1.26 was used for traffic projections.

10) Will the proposed project generate user fees or assessments?

Yes ____ No ___X___

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

_____

_____

_____

_____

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

License plate fees _____

_____

_____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: Hamilton County

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

Priority	Name of Project (*as listed on the application*)
1	Clough/Wolfangel Intersection Improvement
2	Harrison/Rybolt Intersection Improvement
3	Harrison/Wesselman/Johnson Intersection Improvement
4	Wyoming Avenue Bridge
5	Banning/Hanley Intersection Improvement

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: HARRISON / RYBOLT INT.

SCIP		LTIP	
FIELD SCORE:	297	FIELD SCORE:	281 ~~264~~
APPEAL SCORE:	5	APPEAL SCORE:	20
FINAL SCORE:	302	FINAL SCORE:	~~284~~ 301

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

PICTURES ACCURATE - SOUTHBOUND (UPHILL) LANES ARE GOOD (CRACK SEAL). NORTHBOUND LANES FAILED DUE TO SEVERE SHOVING, W/ COMPLETE RECONSTRUCTION NEEDED. (ASSUME SB 5 POINTS, NB 25 POINTS, AVERAGE 15

SCIP 15 X 5 = 75

LTIP 15 X 1 = 15

2) How important is the project to the ***safety*** of the Public and the citizens of the District and/or service area?

LOS IMPROVEMENT IS NOT AUTOMATIC INDICATOR OF IMPROVED SAFETY, PER MEETER - 10/6/99 PHONE CALL

25 - Highly significant importance
20 - Considerably significant importance
(15) - Moderate importance
10 - Minimal importance
0 - No measurable impact

NO INDICATION AS TO HOW IMPROVEMENT WILL LOWER CITED ACCIDENT RATE.

SCIP +0 15 X 1 = +0 15 pothole showing

LTIP +0 15 X 4 = 40 60 ↑

General safety problem noted - NO specifics or data to back it up -

3) How important is the project to the ***health*** of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 0 X 1 = 0

LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 20 X 3 = ~~60~~

LTIP 20 X 1 = 20

5) Will the completed project generate user fees or assessments?

10 – No
0 - Yes

SCIP 10 X 5 = 50

LTIP 0 X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development

SCIP 0 X 0 = 0

LTIP 0 X 4 = 0

Nothing cited

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

SCIP 6 X 5 = 30

LTIP 6 X 1 = 6

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

SCIP 0 X 2 = 0

LTIP 0 X 5 = 0

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

PARTIAL FUTURE DEMAND - PROVIDES RELIEF FOR 2010, BUT NOT @ 2020.

SCIP 10 X 0 = 0 0

LTIP 10 X 10 = ~~100~~ 80 100

QUESTION - IS PRESENT LOS LEVEL "C" W/ CURRENT CONGESTION PROBLEMS CITED IN APP.

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25

LTIP 5 X 5 = 25

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

SCIP 10 x 0 = 0
LTIP 10 x 1 = 10

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 6 x 2 = 12
LTIP 6 x 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

SCIP 0 x 2 = 0
LTIP 0 x 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

SCIP 10 x 2 = 20
LTIP 10 x 5 = 50

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

SCIP 3 x 5 = 15
LTIP 3 x 5 = 15

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

- The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.